

# **State of Alaska FY2008 Governor's Operating Budget**

## **Department of Transportation/Public Facilities Transportation Management and Security Component Budget Summary**

## Component: Transportation Management and Security

### Contribution to Department's Mission

To coordinate operations, including fleet management, highway, aviation and facility maintenance, safety and security issues and provide oversight of those areas for department management.

### Core Services

- Develop policies, procedures and standards for Maintenance and Operations (M&O) activities statewide to ensure uniform maintenance practices, and provide technical guidance to regional offices.
- Manage the state's fleet of vehicles and equipment to ensure that vehicles are readily available to meet individual department missions.
- Coordinate major maintenance projects and determine priority of statewide projects.
- Coordinate employee workplace safety programs including oversight of accident investigation, reporting, and avoidance programs, and oversee of the deployment and integration of the department's Safety Manual.
- Implement and promote the use of Maintenance Management Systems (MMS) for highways, aviation and facilities operations.
- Provide technical input for implementation of the Alaska Land Mobile Radio (ALMR) System and deploy new radios for department purposes.
- Coordinate federally mandated security at state airports, terminals, tunnels and other transportation infrastructure. Participate with federal, military and other state agencies in statewide security exercises.
- Provide liaison with Division of Homeland Security, Department of Military and Veterans Affairs (DMVA)

### FY2008 Resources Allocated to Achieve Results

**FY2008 Component Budget: \$1,049,900**

**Personnel:**

Full time	8
Part time	0
<b>Total</b>	<b>8</b>

### Key Component Challenges

Protecting Alaska's investment in its transportation infrastructure continues to be a key concern. Deferred maintenance needs continue to increase at state facilities due to lack of capital funding and fewer available operating resources for vital preventative and routine maintenance tasks. Lack of adequate funding over much of the previous decade has limited the extent of Maintenance and Operations (M&O's) preventative maintenance program resulting in continuing deterioration of the existing highway and airport systems. Increased traffic volumes and truck weights are causing increased deterioration and driving up maintenance costs. The steadily increasing cost of materials, equipment, parts and fuel is reducing the amount of funds to address general maintenance activities such as ditching, brush cutting and sign replacement. New environmental regulations and restrictions require costlier practices and significantly constrained timelines for repairs. Adequate and stable funding is mandatory to properly maintain our infrastructure and provide a suitable level of service to the public.

The baseline values in the budget for fuel and utilities are based on the FY05 budget. These values need to be increased to accurately reflect existing costs. Otherwise the department will require a supplemental budget to cover these basic needs.

Shifts in weather patterns are having a detrimental effect on infrastructure in the state. Fall storms continue to wreak havoc on airports, roads and buildings in western Alaska causing millions of dollars in damages. In Interior areas of the

state, warmer weather trends are causing thawing of permafrost. This is resulting in pavement failure and ground deformation on roadways and airports increasing the deferred maintenance backlog.

In the fall of 2006, the Department completed a training and certification program for all 451 heavy-duty equipment operators to provide across the state. The goal of this effort is to establish a consistent training program that results in a reduction in the number of accidents and expensive equipment damage. Funding for this effort is necessary to continue training for existing and new employees to raise the skill sets of the operators.

The Federal government has mandated all State governments comply with the National Incident Management System (NIMS) requirements by September 2006. This will require the vast majority of maintenance and construction employees be trained to Incident Command System (ICS) 100 and NIMS 700 level and conduct an annual disaster exercise and "hot wash" de-briefing. The department did not receive adequate advance notice of this deadline and is now preparing a contingency plan that identifies who is required to be trained and a schedule. The federal government has linked our use of NIMS to future federal emergency relief funding.

Under provisions of the Clean Water Act, the Environmental Protection Agency mandates that maintenance stations have well defined pollution prevention plans, called Storm Water Pollution Prevention Plans (SWPPP). The provisions of the Clean Water Act are becoming more restrictive. The department needs to update all existing SWPPP's to remain in compliance with the federal law.

Security of all transportation assets is still a main focus. Continued communication and coordination with local, state and federal law enforcement is essential to respond to terrorist actions as well as natural disasters. Federal security regulations continue to evolve for the airports, marine highway terminals and vessels, and other surface infrastructure including tunnels and bridges. The Commissioner's Office must keep abreast of the new requirements for all the modal functions and be able to direct resources to the changing priorities.

The workforce of operators and mechanics is aging and retiring. Finding skilled, qualified operators, mechanics and tradesmen is becoming increasingly difficult as salaries and benefits in the private sector have surpassed the state. A general trend across the state and nation is that young people are not flocking to the trades.

The public and users of the highway and airport system continue to demand an ever-increasing level of service.

## **Significant Changes in Results to be Delivered in FY2008**

- A better trained workforce of equipment operators that will result in reduced accidents and vehicle repair costs. An accident review process will be implemented to assure that the department is addressing accidents consistently across the state.
- Management of Highways and Aviation (H&A) and Facilities operations will be better informed through expanded use of the Maintenance Management System (MMS) and have greater ability to plan and track specific work activities.

## **Major Component Accomplishments in 2006**

- The Maintenance Management System for H&A is deployed and all foremen are inputting daily work reports. A contractor was hired to conduct a Quality Assurance inspection of representative sample areas of the highway system and score the condition of various features of the roadway and roadside. The net result is a report card on the condition of the state highway system.
- The training and certification program for all H&A heavy equipment operators was completed. Every operator was trained and given a practical test to assess their abilities to operate certain pieces of heavy equipment.
- With additional funding from the legislature, the State Equipment Fleet purchased 90 new plow trucks. These new units replaced old worn out trucks that were at or beyond their useful life and costing a lot of money to keep operational.
- Continued a workplace safety inspection program with Department of Labor and Workforce Development (DOLWD). Inspectors from both departments visited various stations and found minor safety discrepancies that were immediately corrected. Working cooperatively with DOLWD creates a safer work environment. This effort continues the emphasis on a safe work environment started with revision of the Safety Manual.
- Installed new radios in H&A vehicles from Homer to Fairbanks to operate on the now functioning ALMR system. This system proved invaluable during the fall floods in the Mat-Su and Prince William Sound areas. The trunking

system allowed communications between headquarters in Juneau, Anchorage and Fairbanks with the on site incident commanders.

### Statutory and Regulatory Authority

AS 44.42.010-900 State Government  
AS 02 Aeronautics  
AS 19 Highways and Ferries  
AS 35 Public Building, Works and Improvements  
AAC 13 Public Safety  
AAC 14 Public Works  
AAC 17 DOT&PF  
CFR 14 Aeronautics  
CFR 23 Highways

Contact Information
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### Transportation Management and Security Component Financial Summary

*All dollars shown in thousands*

	FY2006 Actuals	FY2007 Management Plan	FY2008 Governor
<b>Non-Formula Program:</b>			
<b>Component Expenditures:</b>			
71000 Personal Services	552.8	772.7	880.8
72000 Travel	30.2	47.8	60.3
73000 Services	220.4	89.2	89.2
74000 Commodities	24.6	24.6	19.6
75000 Capital Outlay	0.0	0.0	0.0
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
<b>Expenditure Totals</b>	<b>828.0</b>	<b>934.3</b>	<b>1,049.9</b>
<b>Funding Sources:</b>			
1004 General Fund Receipts	370.0	431.0	517.8
1007 Inter-Agency Receipts	211.3	120.9	132.1
1026 Highways/Equipment Working Capital Fund	0.0	16.5	16.5
1027 International Airport Revenue Fund	0.0	34.5	38.8
1061 Capital Improvement Project Receipts	246.7	296.9	310.2
1076 Marine Highway System Fund	0.0	34.5	34.5
<b>Funding Totals</b>	<b>828.0</b>	<b>934.3</b>	<b>1,049.9</b>

### Estimated Revenue Collections

Description	Master Revenue Account	FY2006 Actuals	FY2007 Management Plan	FY2008 Governor
<b>Unrestricted Revenues</b>				
None.		0.0	0.0	0.0
<b>Unrestricted Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Restricted Revenues</b>				
Interagency Receipts	51015	211.3	120.9	132.1
Capital Improvement Project Receipts	51200	246.7	296.9	310.2
<b>Restricted Total</b>		<b>458.0</b>	<b>417.8</b>	<b>442.3</b>
<b>Total Estimated Revenues</b>		<b>458.0</b>	<b>417.8</b>	<b>442.3</b>

**Summary of Component Budget Changes  
From FY2007 Management Plan to FY2008 Governor**

*All dollars shown in thousands*

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
<b>FY2007 Management Plan</b>	<b>431.0</b>	<b>0.0</b>	<b>503.3</b>	<b>934.3</b>
<b>Adjustments which will continue current level of service:</b>				
-Delete one-time fiscal note funding for Ch45, SLA 06 (SB261) signage for safety corridors	-5.0	0.0	0.0	-5.0
-FY 08 Health Insurance Increases for Exempt Employees	0.0	0.0	0.1	0.1
-Fund Source Adjustment for Retirement Systems Increases	26.3	0.0	-26.3	0.0
<b>Proposed budget increases:</b>				
-Add travel funding for Heavy Equipment Operator Training	12.5	0.0	0.0	12.5
-FY 08 Retirement Systems Rate Increases	53.0	0.0	55.0	108.0
<b>FY2008 Governor</b>	<b>517.8</b>	<b>0.0</b>	<b>532.1</b>	<b>1,049.9</b>

**Transportation Management and Security  
Personal Services Information**

Authorized Positions			Personal Services Costs	
	<u>FY2007</u> <u>Management</u> <u>Plan</u>	<u>FY2008</u> <u>Governor</u>		
Full-time	8	8	Annual Salaries	524,820
Part-time	0	0	Premium Pay	0
Nonpermanent	0	0	Annual Benefits	392,206
			<i>Less 0.02% Vacancy Factor</i>	(226)
			Lump Sum Premium Pay	0
<b>Totals</b>	<b>8</b>	<b>8</b>	<b>Total Personal Services</b>	<b>916,800</b>

**Position Classification Summary**

<b>Job Class Title</b>	<b>Anchorage</b>	<b>Fairbanks</b>	<b>Juneau</b>	<b>Others</b>	<b>Total</b>
Administrative Manager I	0	0	1	0	1
Engineer/Architect IV	0	0	1	0	1
Maint & Operations Specialist	1	1	1	0	3
Safety Officer	2	0	0	0	2
Spec Asst To The Comm II	1	0	0	0	1
<b>Totals</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>